

MOTOR CAR GOSSIP

PACKARD TRUCKS MAKE STEADY PROGRESS

The motor truck question has been creating a great deal of attention during the past year or so. The Packard Company, in order to be better able to take care of the tremendous advances which are being made in this line, organized what they called "The Packard Truck Stock Exchange." Each Packard dealer was allotted a certain number of trucks to be sold during the month of December. The stock was all put on the "market" at fifty—each dealer sold a truck his stock was increased accordingly, and reached "par," or 100 when the full quota had been sold.

This contest created a great deal of enthusiasm and as a result there were 214 Packard trucks, two, three and five ton models, sold during the month of December.

When a motor truck replaces three or four two-horse teams, it becomes a very important factor in the owner's traffic system. Proper business caution, therefore, demands that the most careful investigation should be made to insure the selection of a vehicle that is equal to this responsibility. The purchaser should observe the performance of the truck he thinks of buying under all conditions of service. He should avail himself of expert opinion regarding its mechanical construction. A well-thought-out judgment of its probable durability should be based on the reputation and resources of the maker. In other words, he should "ask the man who owns one."

The Packard Motor Car Company urges this kind of an investigation. It is the condition most favorable to the sale of Packard trucks. A large proportion of the Packard trucks now in use have been sold to buyers who have made—and are exceptionally well equipped to make—just such tests.

To permit the purchaser to discover for himself is the one sure way to convince a man that the Packard policy, right trucks, right selling, actually exists.

Packard trucks are built as well as trucks can be built. They are recommended only to those purchasers who can use them profitably.

For plantation work the Packard truck has proven beyond question that it is not only the saver of time, but it also reduces the cost of operation and maintenance, and in these days of practical economy, this is the one great factor in any large corporation.

The von Hamm-Young Company have one of the 2-ton trucks in their salesroom now, which they take great pride in demonstrating.

The steamer Lurline brought a shipment of the ever popular Buick cars, which included the snappy little roadsters, and also the touring cars that are meeting with phenomenal success wherever they are placed.

The von Hamm-Young Company, have also in stock a new Packard "38" six cylinder phaeton. This "Little Six" is the most wonderful car ever produced by any manufacturer, and this is saying a great deal. It is equipped with the convenient left drive, which has been conceded to be the modern arrangement for motor carriages. It also has the most luxurious equipment of any car on the market today.

Woodrow Wilson wishes to have as simple and unassuming an inauguration as possible, if the crowds would permit he would prefer to walk to the capitol.

Lamps will not smoke if with a sharp pair of scissors the wick is trimmed to the shape of the burned and a small V is cut from the center.

1913 CADILLAC CARS SELLING WITH REMARKABLE RAPIDITY

Big Seven-Passenger Machine to Be Put in the Rent Service Here

The first 1913 Cadillac 7-passenger touring car to be used in the rent service in Honolulu will be ready for business in a very short time. Mr. Charles Shepard, an expert mechanic formerly in the employ of the von Hamm-Young Company has recently purchased one of these wonderful cars which he intends to put on the Honolulu Auto Stand, on the corner of Alakea and Hotel streets.

Mr. Shepard has been in the employ of the von Hamm-Young Co. for several years and is well known as a careful and competent chauffeur. This fact, together with the pre-eminent position of the Cadillac should make Mr. Shepard's car a very popular one.

The 1913 Cadillac cars are selling like wild-fire all over the mainland. Dealers simply cannot get enough cars to keep up with the demand. The world-wide confidence in the Cadillac amounts to a deep-rooted conviction. You will find Cadillac dealers all over the country booking orders and making deliveries in the most "difficult" motor car months of the year. Even in Honolulu at the present time with the sugar tariff question causing a great deal of concern, the Cadillac cars are being delivered as fast as they can be secured by the local agents. Everywhere is the same intelligent, inflexible and implicit confidence in the Cadillac car. "There's a reason" for this, of course, which

can be easily explained by the owner of any Cadillac car.

Not only is the first cost of the Cadillac remarkably low, especially considering the latest equipment, electric starting device, etc., but the Cadillac upholds its reputation for low cost of upkeep. This, of course, is an important factor in the world-wide confidence in the Cadillac car.

Texans Hunt Quail in Cadillac Car.
Quail hunting by motor car is the latest novelty for sportsmen, and, judging from the enthusiastic reports from Texas, this method of getting a full bag not only adds much to the comfort and pleasure of the sport, but also has its practical values.

Recently Roy Munger, of Dallas, Texas, accompanied by friends, made a hunting trip to West Texas, using his Cadillac touring car not only to get to the hunting grounds, but actually employing the car in the field. Mr. Munger and his party made the trip in his car overland to Big Springs and drove thence about 60 miles north.

"Automobile hunting is the greatest sport in the world," Mr. Munger said on his return to Dallas. "We shot from the car nearly all the time and the Cadillac took me nearly any place I wanted to go. In fact some of the places we pulled through would have been impassable for a horse and buggy."

The Munger party bagged nearly as much game as the law allows. Blue quail were killed in large numbers and the duck hunting near Gail, Texas, where the nights were spent, was declared all a hunter could wish for.

ROYAL HAWAIIAN GARAGE GETS LOCO AGENCY AND BIG SHIPMENT

Carload of 1913 Machines At- tests Popularity of Make in Islands

The Royal Hawaiian Garage has taken over the agency of the Locomobile, one of the best, if not the best automobile made at any price. To back up the faith they have in the "Loco" they ordered a car load lot of 1913 cars, all of which have arrived and are on display in their garage.

The 1913 models are built in three sizes: The long stroke Six "48," developing 82 horse-power; the Little Six, developing over 60 horse-power; and the "30" four cylinder, developing 41 horse-power.

The Six "48" is equipped with touring, torpedo, roadster, limousine and landaulet bodies. The Little Six includes all the above with the addition of Berlinettes. The "30" four cylinder in touring, torpedo and roadster models.

In addition to new body designs which express unique ideas, as well as the latest features of American and European practice, they include every feature contributive to the comfort and convenience of the passengers or the driver.

The long, sweeping straight line bodies are united to the bonnet by a well-shaped curved dash. The body surfaces are unmarred and unbroken by hinges or handles. Long wheel base, perfect spring suspension, absolute balance and ten-inch upholstery assure the maximum of comfort.

Glass fronts, integral with the curved dash, dynamos supplying all lights, air compressors for inflating the tires, electric starter for starting the motor, all are factors for convenience. Lights are Perfect.

The most important element which can be considered under equipment is the matter of lights. Lights must be positive, of long range and easy of control.

The Locomobile is equipped with the most perfect electric lighting dynamo system yet devised for an automobile. Every detail is worked out with the same care that would be given to dynamos of a central station. All lights are equipped for electricity and are exclusively designed for the Locomobile. They are entirely new in pattern, the large bulky lamp being done away with. Heavy, special armored cables carry the current from chassis connector to the lamps. These connectors are of the bayonet locking type.

The equipment includes motor-driven air compressors for inflating tires, drop forged tire carriers on the rear, bolted to steel frame; electric starter, silk mohair top of new design, glass front which is made integral with the curved dash, quick detachable, demountable rims and a complete tool kit.

The closed cars are fitted with appointments as exclusive in design and detail as the outside Sterling Silver finish, including toilet cases, speaking tubes, window screens, dome and corner lights.

A FOLLOWER OF INFLUENZA.

An attack of influenza is often followed by a persistent cough, which to many proves a great annoyance. Chamberlain's Cough Remedy has been extensively used and with good success. Many cases have been cured after other well known remedies had failed. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii—advertisement.

HUDSON WIRING CONFORMS TO ALL REGULATIONS

The city officials who are members of the public safety board have passed on the wiring of the Hudson 37, and have found it to conform to all regulations.

In the wiring of homes and other buildings, it is necessary that the wires pass through conduits or tubes that give positive protection to surrounding materials, and as far as known the same is believed to be true of street cars and public utilities.

But in view of the fact that many makes of automobiles this year are equipped with electric lights and electric self-braking systems the question arose as to whether the automobile electric wiring was to be regulated as were other things.

Upon investigation of the different types of automobiles it was learned that among those which had considered this an important question in advance of decisions of city officials was the new Hudson "37," the electric wiring of which is protected against the possibility of crossed wires throughout by passing through conduits constructed of asbestos, metal and wood, so that wherever wires cross or pass through sections of the car there is sure protection. Wires from the dashboard to the batteries are asbestos enclosed; wires going under the frame are enclosed in wood and a heavy metal conduit houses the wiring over the motor while extra heavy insulation protects the car from all other wires.

In view of the fact that there are miles of wiring in an automobile, this is considered an important question in automobile circles.

Mr. Howes, the Hudson dealer, in an interview today considered the protection of the car by electric wire conduits of this kind very essential. He said:

"On the new Hudson '37' and the '34' Hudson—a six-cylinder car—you will find no place where exposed wiring exists. Conduits are used throughout, although as far as I know, we have not found that there have been any city regulations that would prevent equipping a car without these conduits."

"The Hudsons being built under the direction of Howard E. Coffin, the man who is acknowledged America's foremost motor car designer, there is nothing that has not been figured out in advance, the result being that this is merely one of the points that Mr. Coffin took care of in creating an electric lighted and an electricity cranked car."

It would be interesting to know just what city or county regulations there are governing electric wiring on automobiles. The matter may not have been given consideration, although in the event of this being considered an absolute necessity, action will probably be taken.

JAPAN NOT MUCH OF AUTO CENTER

For a country which is aping western methods and prides itself on its progressive spirit, Japan is not yet much of an automobile center. There are only about 300 cars in the whole of Japan, but most of these come from the United States, showing that here at least is one foreign country that the Americans have not been slow to invade. Because of poor roads and high prices charged for cars the present outlook for a better Japanese trade is not bright. But if Japan proceeds along the lines of building good roads, which will be the natural outcome of the consistent imitation of the methods of other countries, the market should improve.

A writer in a French paper discussing the fact that only about 5 per cent of the cars used in Japan are of French manufacture, says that the French ought to take a more active part in the struggle for Japanese trade. What this writer says, as translated for the Literary Digest, is as follows:

We believe that orders for nearly every 1913



will be placed before winter is half over

The Cadillac has enjoyed many successful, many extraordinary seasons. 1913 is eclipsing all former successes.

Never in its history has Cadillac enthusiasm been so strong, so widespread, so pervasive as now. The new car has literally taken the country by storm.

The handsome lines, the deep, soft upholstery, the yielding springs, the riding qualities of almost velvety smoothness; the quiet engine of abundant power, the flexibility and the remarkable ease of control; the standardization of parts, the durability, the simplicity and the economy of maintenance; the practically 100 per cent efficient Cadillac Delco electrical system of automatic self-braking and electric lighting. NOW IN ITS SECOND SUCCESSFUL YEAR ON THE CADILLAC; these and almost countless other marks of distinction stamp the Cadillac as a car which leaves nothing to be desired, nothing really worth while which a greater expenditure will procure.

The Cadillac production is large—15,000 cars for 1913—just one of the great elements which make possible the Cadillac car at the Cadillac price.

Before the new model was announced, dealers had contracted for this entire enormous output. They had also placed orders for several thousand more, our acceptance of these additional orders being conditional upon our being able by some means to supply them.

Without seeing the car or even its photograph, more than 3,000 individual purchasers placed their signed orders. They had confidence in the Cadillac car and in the Cadillac Company.

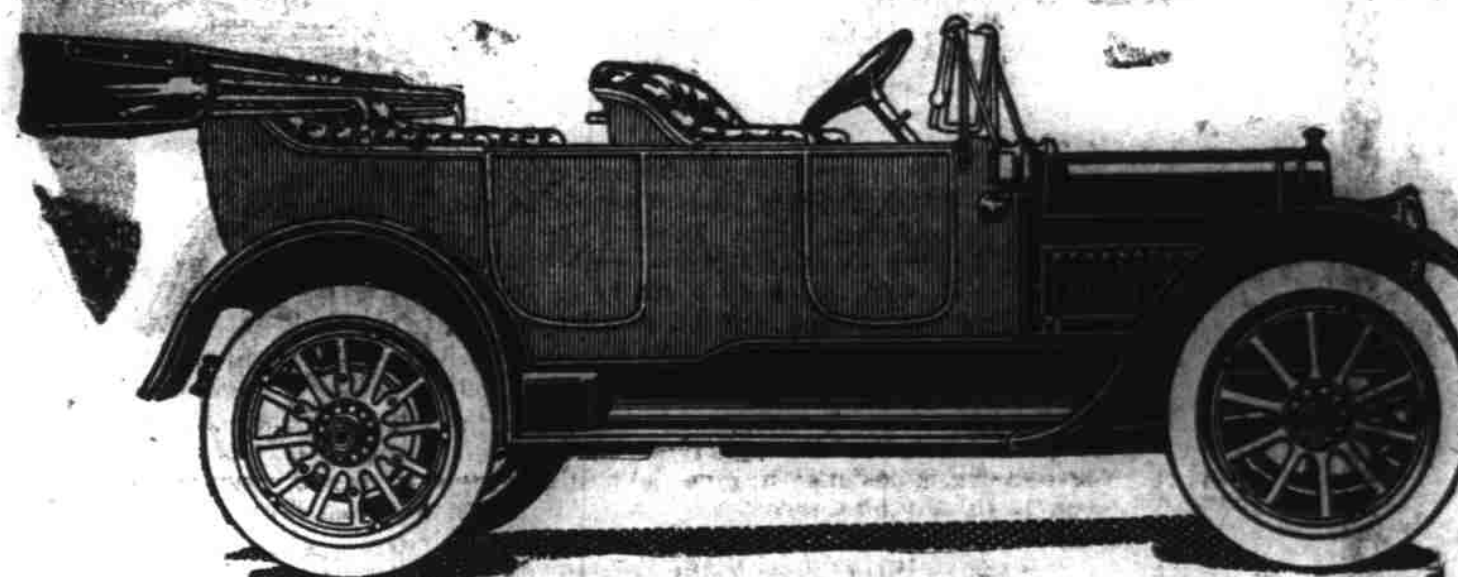
Four thousand of the new cars which have already been delivered have vastly intensified the early enthusiasm. They are proving that the confidence was not misplaced. They are confirming the wisdom of those who placed their orders in advance.

Nearly everyone you meet is—to use a common expression—"Sold on the Cadillac." There seems to be almost none left who are not convinced of Cadillac pre-eminence.

As we said at the outset: We believe that orders for nearly every 1913 Cadillac—including those for spring and summer deliveries—will be placed before winter is half over.

It behooves you, therefore, to arrange for as early a delivery as your dealer can give you.

By heeding this advice—given you in all sincerity—you will avoid disappointment. You will also avoid the necessity of compromising on some other car—a proceeding which, almost invariably results in an unsatisfied longing in the mind of the man who has once concluded that the Cadillac is the car he WANTS.



FIVE-PASSENGER TOURING CAR.
p. windshield and demountable rims. Standard equipment includes to

Cadillac Motor Car Co., Detroit, Michigan

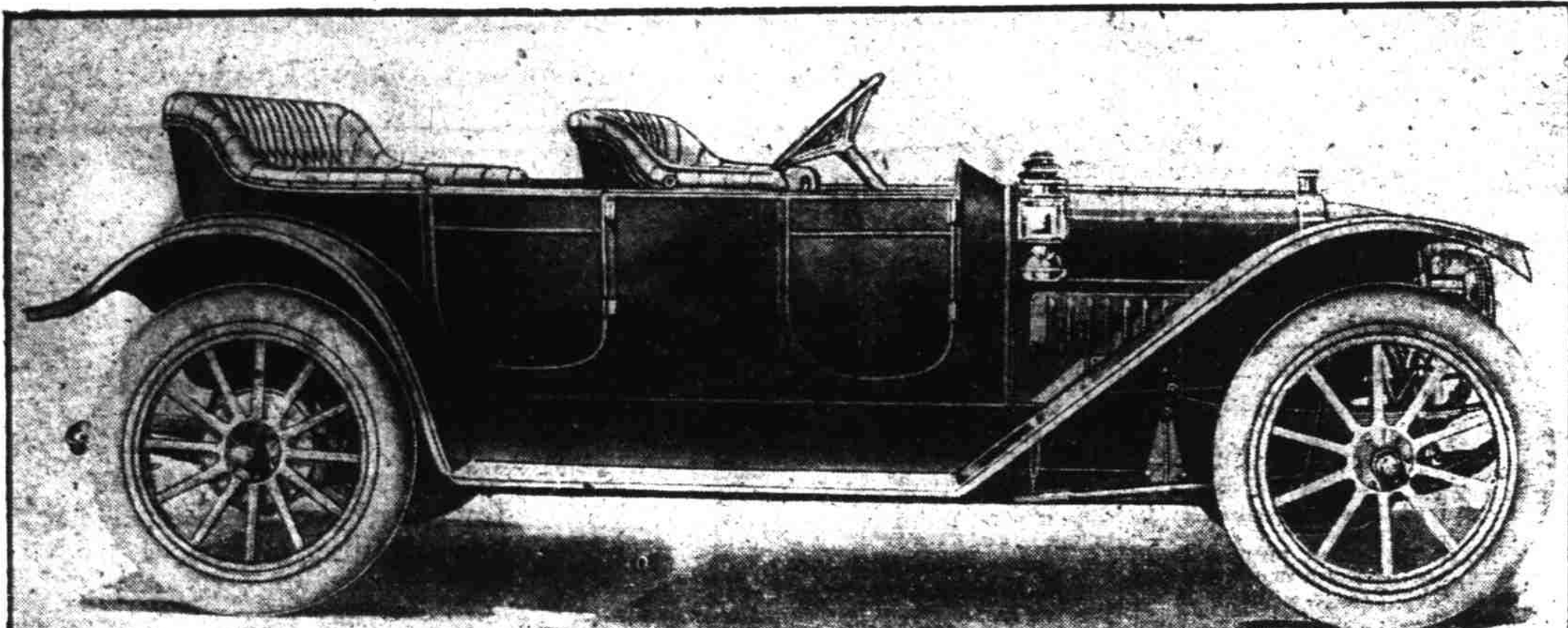
Von Hamm-Young Co., Ltd., Honolulu Representative

"The 300 automobiles in use in Japan are a very small number for a country whose area is nearly four-fifths that of France and whose inhabitants pride themselves more and more on competing with European nations, and even surpassing them, in the paths of industrial progress. There are two reasons for this inferiority: in the first place, it is proper to note that the price of automobiles in Japan is too high for the use of these vehicles to spread rapidly; in the second place, the condition of the roads in most of the provinces leaves much to be desired."

"But although at present uncertain, the future of the automobile industry there is always susceptible of development if some day the Japanese decide to imitate Europeans in their mania for touring, so that it will become easier to go on wheels through all parts of the empire."

The county farm and sanitarium on Maui has become quite an important institution since Dr. Charles P. Durney took charge last July, according to a report received from him by Dr. Pratt, president of the territorial board of health. When Dr. Durney took hold the sanitarium contained nine patients; it now shelters twenty inmates. A number of excellent improvements in the system have been made, the water supply has been made plentiful and sanitary, and its growth has been recognized by the Maui board of supervisors, who have set aside an appropriation of \$5,000 for a women's and children's building. A new office building is now in course of construction.

I read it in the Star-Bulletin. It must be so.



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